



## People...Partnership...Performance

### Our vision:

By focusing on **People** working collaboratively in full **Partnership**, we will achieve **Performance** for:  
 "Keeping the U.S. Coast Guard the world's best ...properly equipped and fully prepared to meet every maritime challenge of the 21st Century."

## BELL HELICOPTER AWARDED CONTRACT FOR EAGLE EYE UAV

On 8 February 2003, Bell Helicopter, a subsidiary of Textron Inc., announced that its tilt-rotor Vertical-launch Unmanned Aerial Vehicle (UAV), the Eagle Eye, received a letter contract to commence concept and preliminary design work for the first phase of the Unmanned Aerial Vehicle portion of the United States Coast Guard's Integrated Deepwater System Program. The contract calls for Bell to design, develop and build three prototype Eagle Eyes for testing by 2005.

LCDR Troy Beshears, the Coast Guard's UAV Program Manager, confirmed that the fleet plans to buy 69 Eagle Eyes if the aircraft meets the requirements and capabilities determined by Integrated Coast Guard Systems (ICGS) and the Coast Guard.

The Coast Guard and ICGS agreed that Bell Helicopter's Eagle Eye provided the best solution for the Integrated Deepwater System after comparing it with other aircraft and reviewing its test data and flight test documentation.

The aircraft, Beshears said, is much more developed and has repeatedly shown that it can automatically land in confined spaces, which it will have to do aboard ships.

The Eagle Eye is proposed to deploy aboard the National Security Cutter (NSC) as part

of the National Security Cutter "Force Package" and legacy Deepwater cutters to assist with traditional Coast Guard missions such as search and rescue and enforcement of laws and treaties (including illegal drug interdiction, marine environmental protection and military readiness) as well as maritime homeland security missions.

Considered transformational technology, Bell Helicopter's Vertical Take-Off and Landing UAV (VUAV) is an essential element in the Deepwater Program's concept of operations, intended to greatly extend the detection, classification and identification capability of the major cutters while offering speed, range, and endurance at a low cost.

According to Lcdr Beshears, the Eagle Eye's speed and range should give commanders of Coast Guard cutters the ability to quickly and more efficiently monitor suspicious ships and conduct reconnaissance missions at longer ranges for longer periods of time.

### The Bell Eagle Eye will bring the following capabilities to the U.S. Coast Guard:

- Tilt-rotor technology that allows the aircraft to take off and land like a helicopter and fly like an airplane. This technology gives the Eagle Eye superior speed and flexibility over a typical UAV/VUAV.

- With its rotors tilted forward, the Eagle Eye can cruise at speeds over 200 knots, find moving targets 80-110 nautical miles (nm) away in minutes and be easily re-tasked in-flight for another mission.

- Complete with its operational payload, the Eagle Eye shall have an operating radius of at least 110 nm and be capable of loitering at that radius for at least three hours utilizing internal fuel only for a total range of over 800 nm.

- The ability to take off or land anywhere on land or shipboard, without the need of a runway.

- An onboard video system that operates in daylight and at night through the use of infrared technology. This video system transmits live pictures back to shipboard operators.

- A preprogrammed, computer-controlled flight control system tells it where to go, how fast and how high to fly. A controller monitors the aircraft via a computer and can order change in

direction with a click of a mouse.

- Interoperability with the Navy.



*Bell's Eagle Eye painted in Coast Guard markings at the Helicopter Association International Heli-Expo in Dallas, Texas*

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### Recent Quotes

*"Deepwater's C4ISR system is a critical enabler for Maritime Domain Awareness--its provision for the rapid, secure, and networked dissemination of data and information will allow Coast Guard operational commanders to make informed decisions and, should the need arise, to employ all of the forces at their disposal in the most productive manner possible to target actual threats."*  
 - CDR Michael Anderson & Bruce Winterstine  
**Gaps, Deficiencies, and the C4ISR Solution Feb 2003 Sea Power magazine**

\*Complete article available at [www.navyleague.org](http://www.navyleague.org) under February issue of Sea Power.



## A CELEBRATION TO COMMEMORATE THE USCGC MATAGORDA: THE FIRST 110' CUTTER TO BEGIN THE DEEPWATER MODERNIZATION PROCESS

A celebration and media event to commemorate the arrival of the USCGC MATAGORDA to Bollinger Shipyards LLC took place on Friday, 7 February 2003 in Lockport, Louisiana.

Hosted by "Boysie" Bollinger, CEO and Chairman of Bollinger Shipyards, the decommissioning ceremony marked a significant milestone in the Deepwater Program.

The USCGC MATAGORDA, a 110-foot Island Class Patrol Boat, is the

first cutter to begin the Integrated Deepwater System modernization and life extension overhaul.

As the first Deepwater asset in production, the MATAGORDA will have her length extended 13 feet for an overall length of 123 feet; will receive extensive crew quarter improvements; state-of-the-art capabilities enhance-



*Leaders from Coast Guard and Industry join together for the MATAGORDA Decommissioning Ceremony.*

ments in communications, detection, and prosecution; as well as a stern boat launch ramp to accommodate the new 7-meter Short Range Prosecutor (SRP), among other improvements.

The USCGC MATAGORDA modernization is scheduled to take place over nine months. In the future, it is anticipated that the modernization will be completed in six months. With up to 4 cutters under construction at a time, a 123' cutter will be delivered to the fleet approximately every eight weeks.

## ADMIRAL THOMAS H. COLLINS SPEAKS AT THE USCGC MATAGORDA DECOMMISSIONING CEREMONY

The Commandant of the United States Coast Guard, Admiral Thomas H. Collins, presented a speech to officiate the decommissioning of the USCGC MATAGORDA.

During his commemorative speech, Admiral Collins focused on the Coast Guard's transition to the Department of Homeland Security (DHS) and how the transition will impact the fleet in the coming years. Admiral Collins stated, "To make the transition to our new department, and to make sure that we can maintain our operational excellence in not only homeland security but across our varied missions, we will need to make many changes along the way. These changes will add up to what I often refer to as nothing less than a transformation."

Admiral Collins is convinced that the Integrated Deepwater System (IDS) is essential to the Coast Guard's transformation. IDS will not only significantly improve mission performance but it will also improve maritime homeland security capabilities and achieve maritime domain awareness in our nation's ports, waterways, coastal environments, and offshore regions.

Upon the completion of Deepwater, cutters like the MATAGORDA will no longer operate as independent platforms with limited awareness in the maritime domain. Instead, these new assets will possess common systems and technolo-

gies, common operational concepts, and a common logistics base that will enable the Coast Guard to significantly improve its ability to detect and identify all activities in the maritime arena, a capability known as maritime domain awareness.

*"The Deepwater Program is key to ensuring the Coast Guard can continue to fulfill its mission of safeguarding sovereignty, security and safety in our homeland waters."*  
- ADM Collins  
**USCGC MATAGORDA  
Decommissioning Ceremony in  
Lockport, LA on 7 Feb 03**

At the close of his speech, the Commandant honoring the accomplishments of the MATAGORDA in the past two years stated, "Coast Guard Cutter MATAGORDA has been very active during the past 17 years. During the past two years, MATAGORDA made 20 Law Enforcement patrols, conducted 194 boardings, resulting in the interdiction of over 234 migrants and over a ton of illegal narcotics. She also made 9 daring rescues, one of which involved 65 illegal migrants foundering in a sailboat being battered by 35 knot winds and 12 foot seas."

Officially announcing the decommission of the MATAGORDA, the Commandant stated, "Though decommissioned temporarily as the necessary work is done to refit her, the Cutter MATAGORDA will not be idle. She will be leading the way for the Coast Guard to enter this new era. In fact, she is the leading symbol of our service's transformation."